

January 22, 1999

**OFFICE OF THE HEARING EXAMINER
KING COUNTY, WASHINGTON**

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REVISED

REPORT AND DECISION ON APPLICATION FOR PRELIMINARY PLAT APPROVAL.

SUBJECT: Department of Development and Environmental Services File No. **L96P0032**

PARK HILL AT ISSAQUAH
Preliminary Plat Application

Location: 22516 SE 56th Street, Issaquah

Applicant: Langly Associates, 1417 - 116th Avenue NE, Suite 202
Bellevue, WA 98006 (425) 990-7700

SUMMARY OF RECOMMENDATIONS AND DECISIONS:

Department's Preliminary:	Approve, subject to conditions
Department's Final:	Approve, subject to conditions (modified)
Examiner (October 30, 1998):	Approve, subject to conditions (modified)
Examiner (final):	Approve, subject to conditions (modified)

PRELIMINARY MATTERS:

Application or petition submitted:	December 18, 1996
Complete application:	December 18, 1996

EXAMINER PROCEEDINGS:

Hearing Opened:	September 29, 1998, 9:30 a.m.
Hearing Closed:	September 29, 1998, 12:35 p.m.
Hearing Re-Opened:	January 21, 1999
Hearing Closed:	January 21, 1999

Participants at the public hearing and the exhibits offered and entered are listed in the attached minutes. A verbatim recording of the hearing is available in the office of the King County Hearing Examiner.

ISSUES/TOPICS ADDRESSED:

- ♦ Buffers (steep slopes)
- ♦ Traffic (construction)
- ♦ Groundwater
- ♦ Parking impacts
- ♦ Road standards
- ♦ Sensitive areas (steep slopes)

FINDINGS, CONCLUSIONS & DECISION: Having reviewed the record in this matter, the Examiner now makes and enters the following:

FINDINGS:

1. General Information:

Owner/Developer:	Langly Associates, 1417 - 116th Avenue NE, Suite 202 Bellevue, WA 98006 (425) 990-7700
Engineer:	PACE, 750 Sixth Street South Kirkland, WA 98033 (425) 827-2014
Location:	22516 SE 56th Street, Issaquah
STR:	21-24-06
Zoning:	R-12-P
Acreage:	37.93 acres
Number of Lots:	15 lots (14 single-family detached, 1 lot for 254 multi-family units)
Density:	Approximately 2.5 units per acre (excluding multi-family)
Typical Lot Size:	Ranges from approximately 11,375 to 27,809 square feet and one lot of 15.51 acres
Proposed Use:	Single-family detached, with one lot for multi-family
Sewage Disposal:	Sammamish Plateau Water & Sewer District
Water Supply:	Sammamish Plateau Water & Sewer District
Fire District:	King County #10
School District:	Issaquah School District #411
Complete Application Date:	December 18, 1996

2. Except as modified below, the facts set forth in the King County Land Use Services Division's Preliminary Report to the King County Hearing Examiner for the September 29, 1998 public hearing (Exhibit No. 2) are found to be correct and are incorporated herein by this reference.
3. The western portion of the subject property is approximately 1,000 feet east of Lake Sammamish. The property rises from west to east, with the multi-family portion of the development (Lot 15) on a moderately sloping area. Further east on the property the slopes become more severe; an area of steep slopes and a ravine, encompassed within the Tract D open space area, lies uphill of the multi-family development. Further east, above the steep slopes, lie proposed lots 1 through 14, within a moderately sloping area.

Although the general area has experienced slide activity, problem areas were successfully stabilized when proper corrective actions were taken. The applicant's geotechnical consultant and

the DDES Staff geologist concur that this site can be stabilized to provide a 1.5 safety factor for construction of housing and roads. The primary precautionary measure will be the construction of a french drain along the west side of the proposed street and tract serving lots 8 through 14, to dewater the hillside. Additional investigation, testing and analysis of site conditions by the applicant will be reviewed by King County Department of Transportation and the Department of Development and Environmental Services geotechnical and engineering staff prior to approval of the final road and lot design, to assure long term stability of the site and proposed improvements.

4. Standard buffers from steep slopes, as required by the King County Sensitive Areas Code, are 50 feet. An additional 15-foot building setback is required from the edge of the buffer. The code permits steep slope buffers to be reduced, based upon soil studies and geotechnical analysis approved by King County. The Department of Development and Environmental Services recommends that preliminary plat approval require the 50-foot standard buffer, but that authority be granted to the Department to allow reduction of the buffer to not less than 10 feet if adequate studies are provided and approved by DDES.
5. DDES and the County Road Engineer recommend that the road serving the single-family dwellings be private, unless the applicant meets the following condition:

After completion of the road, using the information concerning the nature and condition of the soils on which the road is built, that is generated as part of the actual construction of the road, King County will accept dedication of the right-of-way, if the applicant can demonstrate, upon completion of a suitable period of monitoring and to the reasonable satisfaction of DDES that a safety factor of 1.5 (static analysis) and 1.1 (seismic pseudo static analysis) is achieved and can be maintained, even in the absence of the french drain dewatering system. DDES must be satisfied that the applicant has demonstrated that the stability of the road is not dependent upon the proper operation and maintenance of the french drain system.

The applicant concurs with this condition.

6. Southeast 56th Street, as it comes up the hill from East Lake Sammamish Parkway to the upper portion of this site, is a winding, narrow road. Trucks and heavy equipment on this road are unable to negotiate its curves without crossing over the center line. Use of the SE 56th Street route from East Lake Sammamish Parkway to 229th Avenue SE would present a dangerous situation for vehicles and pedestrians on SE 56th Street. This situation can be avoided by requiring construction traffic to and from the proposed single-family lots to avoid SE 56th Street.
7. The evidence presented at the hearing, when initially conducted and when re-opened, made it clear that the subject plat is within an area which has experienced slides, resulting in damage to private and public property and facilities. However, the preponderance of the evidence indicates that the improvements proposed for the subject property are within areas of moderate slope (less than 40 percent gradient), and that the engineering evaluation, analysis, design and review required by the conditions of final plat approval will result in a reasonable factor of safety for all improvements to be constructed on the plat. If the requisite factor of safety cannot be demonstrated, final engineering plans will be disapproved or modified to protect the public health, safety and welfare.

CONCLUSIONS:

1. If approved subject to the conditions set forth below, the proposed subdivision will comply with the goals and objectives of the King County Comprehensive Plan, East Lake Sammamish Community Plan, Subdivision and Zoning Codes, and other official land use controls and policies of King County.
2. If approved subject to the conditions set forth below, this proposed subdivision will make appropriate provision for the public health, safety and general welfare and for open spaces, for drainage ways, streets, other public ways, transit stops, potable water supply, sanitary wastes, parks and recreations, playgrounds, schools and school grounds, and safe walking conditions for students who only walk to school; and it will serve the public use and interest.
3. The conditions for final plat approval set forth below are in the public interest and are reasonable requirements to mitigate the impacts of this development upon the environment.
4. The dedications of land or easements within and adjacent to the proposed plat, as required by the conditions for final plat approval or as shown on the proposed preliminary plat submitted by the applicant, are reasonable and necessary as a direct result of the development of this proposed plat.
5. The preponderance of the evidence is that development of proposed lots 1 through 14 can be safely accomplished if appropriate geotechnical evaluation and testing of existing site conditions is completed, and design and construction of the easterly portion of the plat provides a reasonable factor of safety, satisfactory to King County DDES and DOT, for the lots, drainage facilities and road serving the proposed single family lots.
6. The parties have agreed that the cul-de-sac road serving the single-family lots shall be a private road, unless the condition stated in finding no. 5, above, is met. If met, the said road can be dedicated to the public on the final plat, or deeded to King County subsequent to the recording of the final plat.
7. The responsibility for maintenance of improvements required to stabilize single-family lots and residences should be allocated to, and the costs borne by, those lots for which the improvements are required. The method for assuring that such improvements are maintained for the duration of the development can be determined prior to final plat approval and stated in a manner approved by DDES, in notes recorded as part of the final plat.
8. The construction plan for development of lots 1 through 14 should address the issue of safe routing of construction traffic and parking of construction vehicles, so as to avoid hazard to vehicles and pedestrians on SE 56th Street, and to avoid hazards and congestion from inappropriate use of the right-of-way of 229th Avenue SE. This can be accomplished in the manner recommended by DDES in Exhibit No. 27, to require a traffic control and haul route plan to be submitted with the final engineering plans.

DECISION:

APPROVE the proposed plat of PARK HILL AT ISSAQUAH, as revised and received June 3, 1998, subject to the following conditions of final plat approval:

1. Compliance with all platting provisions of Title 19 of the King County Code.
2. All persons having an ownership interest in the subject property shall sign on the face of the final plat a dedication which includes the language set forth in King County Council Motion No. 5952.
3. The plat shall comply with the base density and/or minimum density requirements of the R-12 P zone classification. All lots shall meet the minimum dimensional requirements of the R-12 P zone classification and shall be generally as shown on the face of the approved preliminary plat, except that minor revisions to the plat which do not result in substantial changes may be approved at the discretion of the Department of Development and Environmental Services.
4. The applicant must obtain final approval from the King County Health Department.
5. All construction and upgrading of roads, whether public or private, shall be done in accordance with the King County Road Standards established and adopted by Ordinance No. 11187, as amended (1993 KCRS), subject to any variances granted by the King County Road Engineer.
6. The applicant must obtain the approval of the King County Fire Protection Engineer for the adequacy of the fire hydrant, water main, and fire flow standards of Chapter 17.08 of the King County Code.
7. Final plat approval shall require full compliance with the drainage provisions set forth in King County Code 9.04. Compliance may result in reducing the number and/or location of lots as shown on the preliminary approved plat. Preliminary review has identified the following conditions of approval, which represent portions of the drainage requirements. All other applicable requirements in KCC 9.04 and the Surface Water Design Manual (SWDM) must also be satisfied during engineering and final review.
 - a. Drainage plans and analysis shall comply with the 1990 King County Surface Water Design Manual and applicable updates adopted by King County. DDES approval of the drainage and roadway plans is required prior to any construction.
 - b. Current standard plan notes and ESC notes, as established by DDES Engineering Review, shall be shown on the engineering plans.
 - c. The following note shall be shown on the final recorded plat:

" All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain outlet as shown on the approved construction drawings #_____ on file with DDES and/or the Department of Transportation. This plan shall be submitted with the application of any building permit. All connections of the drains must be constructed and approved prior to the final building inspection approval. For those lots that are designated for individual lot infiltration systems, the systems shall be constructed at the time of the building permit and shall comply with the plans on file."
 - d. Core Requirement No. 1: Discharge at the Natural Location.

Drainage within a small portion of the northerly subbasin is proposed to be diverted southwesterly into the detention facility within the multi-family parcel. Unless otherwise approved by DDES, a drainage variance application shall be submitted during engineering plan review to address the requirements for discharge at the natural location.

e. Core Requirement No. 3: Runoff Control.

A combined detention facility located within lot 15 is proposed to accommodate storm water for both the residential lots and multifamily development. The final drainage plans and analysis shall demonstrate compliance with the detention and water quality standards of the Issaquah Basin Plan (See Condition 7g). As required by the drainage manual, biofiltration of storm water is also required for water quality enhancement.

The applicants conceptual drainage plan does not identify separate retention/detention facilities for lots 4 and 5 and the off-site road improvements for 229th Ave. SE. For storm water not conveyed directly to a detention facility, the applicant must demonstrate compliance with the bypass design requirements and/or exemption thresholds specified in the drainage manual.

f. Core Requirement No. 6: Maintenance and Operation

All drainage facilities within the plat boundary, except facilities located within public right-of-way, shall be privately owned and maintained. The final recorded plat shall contain notes to indicate the responsibilities for private ownership of all drainage facilities not within public right-of-way. A homeowners association or other entity satisfactory to DDES shall be established to assume the maintenance and operation of drainage facilities within the lots and tracts.

g. Special Requirement No. 4: Adopted Basin or Community Plans.

The proposed plat lies within the Issaquah Basin Plan, which requires special detention and water quality standards for drainage plan design. These design requirements differ from normal drainage standards used in the surface water design manual. In accordance with basinwide regulation BW-1, retention/detention facilities shall be designed to control the post-development peak hourly flows to corresponding pre-development levels for all annual peak hourly flows from the 2-year up to the 10-year design storm. This design standard must be achieved using one of three analysis techniques as specified in the basin plan. Water quality treatment for removal of phosphorus is also required as specified in BW-19 from the basin plan. The final drainage plans shall be designed to comply with these standards.

h. Special Requirement No. 9: 100-year Floodplain.

Several wetlands and streams are located on the property, therefore, a floodplain analysis shall be performed. The 100-year floodplain boundaries shall be shown on the final engineering plans and recorded plat.

i. Drainage from developed lot areas shall not be dispersed or infiltrated at the top of slope

unless otherwise approved by DDES. Storm water shall be conveyed by pipe into the multifamily drainage system or tight-lined to a stable non-erosive outlet if approved by DDES. The existing drainage flow at the northeast corner of the property shall be piped to a stable location into the ravine in Tract D or conveyed into the roadway drainage system.

8. The proposed subdivision shall comply with the 1993 King County Road Standards (KCRS) including the following requirements:
 - a. A road variance application (File No. L97V0101) regarding the length of on-site cul-de-sac has been approved by the County Road Engineer. The proposed roadway shall be improved as an urban minor access street and shall be a private road, unless otherwise accepted as public right-of-way per condition no. 15.d.
 - b. Off-site road improvements are required on 229th Avenue SE to SE 53rd Street in order to provide adequate travel lanes and shoulders for pedestrians. (See Conceptual Road Plan, Exhibit No. 22.). Unless otherwise approved by DDES, the applicant shall provide widening of the roadway to achieve 22-feet of pavement and two 4-foot shoulders. Improvements shall address the requirements for road surfacing outlined in KCRS Chapter 4. As noted in section 4.01F, full width pavement overlay is required where widening existing asphalt.
 - c. Tract A shall be improved as a private joint use driveway serving lots 13 and 14. These lots shall have undivided ownership of the tract and be responsible for its maintenance (including drainage facilities located therein). As specified in KCRS 3.01C, improvements shall include an 18 foot paved surface and a minimum tract width of 20 feet. Drainage control shall include a curb or thickened edge on one side.
 - d. Road frontage improvements along SE 56th Street shall be determined by DDES during the review process for the multifamily development within lot 15.
 - e. As required by KCRS 5.03, street trees should be included in the design of all road improvements.
 - f. Modifications to the above road conditions may be considered by King County pursuant to the variance procedures in KCRS 1.08.
9. All utilities within proposed rights-of-way must be included within a franchise approved by the King County Council prior to final plat recording.
10. The applicant or subsequent owner shall comply with King County Code 14.75, Mitigation Payment System (MPS), by paying the required MPS fee and administration fee as determined by the applicable fee ordinance. The applicant has the option to either: (1) pay the MPS fee at final plat recording, or (2) pay the MPS fee at the time of building permit issuance. If the first option is chosen, the fee paid shall be the fee in effect at the time of plat application and a note shall be placed on the face of the plat that reads, "All fees required by King County Code 14.75, Mitigation Payment System (MPS), have been paid." If the second option is chosen, the fee paid shall be the amount in effect as of the date of building permit application.

11. Lots 1 through 14 within this subdivision are subject to King County Code 21A.43, which imposes impact fees to fund school system improvements needed to serve new development. As a condition of final approval, fifty percent (50%) of the impact fees due for the plat shall be assessed and collected immediately prior to recording, using the fee schedules in effect when the plat receives final approval. The unpaid balance of this fee shall be allocated evenly among the dwelling units on Lots 1 through 14 and shall be collected prior to building permit issuance. School impact fees for the multi-family development are handled independently, through the approved building permit.
12. A planter island shall be provided within the "eyebrow" serving Lots 3-5.
13. The planter islands (if any) within the cul-de-sacs shall be maintained by the abutting lot owners or homeowners association. This shall be stated on the face of the final plat.
14. A fee-in-lieu of recreation space shall be paid by the applicant to King County. The amount of the fee shall be determined by the King County Parks Division, consistent with the provisions of KCC 21A.14.185.
15. Preliminary Plat review has identified the following specific sensitive area requirements which apply to this project. All other applicable requirements from KCC 21A.24 shall also be addressed by the applicant:

Wetlands/Streams

- a. The Class III wetland(s) shall have a buffer width of 25 feet, measured from the wetland edge.
- b. The Class III stream shall have a buffer width of 25 feet, measured from ordinary high water mark (OHWM).
- c. Buffer averaging may be employed, so long as the total amount of the buffer area on-site is not reduced and better resource protection is achieved.
- d. The wetlands and their respective buffers shall be placed in Sensitive Area Tract(s) (SAT), unless otherwise approved by DDES.
- e. A minimum building setback line of 15 feet shall be required from the edge of the SAT.
- f. The wetland and sensitive area tract(s) shall be delineated and signed in accordance with KCC 21A.24.160. The sign details shall be shown on the engineering plans.
- g. A final enhancement/mitigation plan must be submitted for review and approval by DDES along with the engineering plans for this proposal. The plan must include proposed final grades, hydrology, construction and monitoring notes and a detailed planting plan, showing species, site location.
- h. Mitigation required pursuant to this project must be completed prior to final approval. If this is not possible, due to seasonal requirements or other circumstances beyond the applicant's control, the applicant may post a performance bond that guarantees that all required mitigation measures will be completed within one-year of plat construction.
- i. Once mitigation work is completed to DDES's satisfaction, the performance bond may be replaced by a maintenance bond in a form and amount sufficient to guarantee satisfactory workmanship, materials and performance of the approved plan for a period of five years.
- j. Upon satisfactory completion of the final monitoring inspection, DDES staff shall release the maintenance bond. If the project has not met the established performance standards at the end of the monitoring period, the applicant shall be responsible for the preparation and

implementation of a contingency plan to remedy the situation.

Steep Slopes

- a. Determine the top, toe, and sides of 40% slopes by field survey. Provide a 50-foot buffer from these slopes. The buffer may be reduced from 50 feet by DDES, based upon soils report(s) and geotechnical analysis approved by DDES, but any reduction shall be to not less than 10 feet.
- b. The steep slopes and their respective buffer(s) shall be placed in Sensitive Area Tract(s) (SAT).
- c. A minimum building setback line of 15 feet shall be required from the edge of the SAT.

Erosion Hazard Areas

- a. The applicant shall delineate all on-site erosion hazard areas on the final engineering plans (erosion hazard areas are defined in KCC 21A.06.415). The delineation of such areas shall be approved by a DDES geologist. The requirements found in KCC 21A.24.220 concerning erosion hazard areas shall be met, including seasonal restrictions on clearing and grading activities.

Landslide Hazard Areas

- a. Prior to engineering plan approval, a drainage/dewater design, including long-term maintenance and monitoring plan, shall be developed and submitted for approval. The design shall be based on the geotechnical engineer's recommendation(s) and King County approval. The monitoring and maintenance plan shall be implemented by a geotechnical engineering consultant at the expense of the applicant and will provide periodic inspection in accordance with the approved plan. The monitoring shall include piezometers and slope inclinometers, in addition to direct observation and maintenance ports to the drainage system. The monitoring system shall be contained within easements if necessary to allow access.
- b. The applicant shall provide a payment to be set aside, in method and amount acceptable to DDES, for the benefit of the homeowners association or other entity for the monitoring and potential replacement of the dewatering and lot stabilization system prior to final recording.
- c. The final recorded plat shall contain notes to indicate the responsibility for private ownership, monitoring, and maintenance of the drainage/dewatering system and any other improvements required to insure long term stability of the lots and roadway. The final plat shall contain notes requiring DDES technical review of all building permits on lots within the area shown as lots 8-14 on the June 3, 1998 preliminary plat. Plat notes or covenants also shall assure for the duration of the development that the repair and maintenance of site improvements necessary for the stability of all lots is provided for, and that the cost thereof is allocated fairly to the owners of the benefited and affected lots.
- d. After completion of the road, using the information concerning the nature and condition of the soils on which the road is built, that is generated as part of the actual construction of the road, King County will accept dedication of the right-

of-way, if the applicant can demonstrate, upon completion of a suitable period of monitoring and to the reasonable satisfaction of DDES that a safety factor of 1.5 (static analysis) and 1.1 (seismic pseudo static analysis) is achieved and can be maintained, even in the absence of the french drain dewatering system. DDES must be satisfied that the applicant has demonstrated that the stability of the road is not dependent upon the proper operation and maintenance of the french drain system.

16. The proposed subdivision shall comply with the Sensitive Areas Ordinance as outlined in KCC 21A.24. Permanent survey marking, and signs as specified in KCC 21A.24.160 shall also be addressed prior to final plat approval. Temporary marking of sensitive areas and their buffers (e.g., with bright orange construction fencing) shall be placed on the site and shall remain in place until all construction activities are completed.
17. The following note shall be shown on the final engineering plan and recorded plat:

**RESTRICTIONS FOR SENSITIVE AREA TRACTS AND
SENSITIVE AREAS AND BUFFERS**

Dedication of a sensitive area tract/sensitive area and buffer conveys to the public a beneficial interest in the land within the tract/sensitive area and buffer. This interest includes the preservation of native vegetation for all purposes that benefit the public health, safety and welfare, including control of surface water and erosion, maintenance of slope stability, and protection of plant and animal habitat. The sensitive area tract/sensitive area and buffer imposes upon all present and future owners and occupiers of the land subject to the tract/sensitive area and buffer the obligation, enforceable on behalf of the public by King County, to leave undisturbed all trees and other vegetation within the tract/sensitive area and buffer. The vegetation within the tract/sensitive area and buffer may not be cut, pruned, covered by fill, removed or damaged without approval in writing from the King County Department of Development and Environmental Services or its successor agency, unless otherwise provided by law.

The common boundary between the tract/sensitive area and buffer and the area of development activity must be marked or otherwise flagged to the satisfaction of King County prior to any clearing, grading, building construction or other development activity on a lot subject to the sensitive area tract/sensitive area and buffer. The required marking or flagging shall remain in place until all development proposal activities in the vicinity of the sensitive area are completed.

No building foundations are allowed beyond the required 15-foot building setback line, unless otherwise provided by law

18. As proposed by the applicant, Tract D (revision received June 3, 1998) shall be dedicated to the Land Conservancy for ownership and maintenance.
19. If the recording of Divisions 1-3 (Division 1 – Lot 15, Division 2 – Tract D, Division 3 – Lots 1-14 & Tract C) are not simultaneous, the applicant is responsible for determining and locating all required drainage and utility easements through Tract D. The easements shall be shown on the face of the final plat, as necessary.

20. Tract C shall be identified as a Future Development Tract, and the following note shall be placed on the engineering plans and final plat: "Future development of Tract C is dependent upon acquiring access.
21. Pursuant to King County Road Standards, Section 9.05, a traffic control and haul route plan shall be submitted with the final engineering plans. The plan shall address requirements for haul routes, interim traffic control, and parking for construction traffic.

ORDERED this 22nd day of January, 1999.

James N. O'Connor
King County Hearing Examiner

NOTICE OF RIGHT TO APPEAL

In order to appeal the decision of the Examiner, written notice of appeal must be filed with the Clerk of the King County Council with a fee of \$125.00 (check payable to King County Office of Finance) on or before February 5, 1999. If a notice of appeal is filed, the original and six (6) copies of a written appeal statement specifying the basis for the appeal and argument in support of the appeal must be filed with the Clerk of the King County Council on or before February 12, 1999. Appeal statements may refer only to facts contained in the hearing record; new facts may not be presented on appeal.

Filing requires actual delivery to the Office of the Clerk of the Council, Room 403, King County Courthouse, prior to the close of business (4:30 p.m.) on the date due. Prior mailing is not sufficient if actual receipt by the Clerk does not occur within the applicable time period. The Examiner does not have authority to extend the time period unless the Office of the Clerk is not open on the specified closing date, in which event delivery prior to the close of business on the next business day is sufficient to meet the filing requirement.

If a written notice of appeal and filing fee are not filed within fourteen (14) calendar days of the date of this report, or if a written appeal statement and argument are not filed within twenty-one (21) calendar days of the date of this report, the decision of the hearing examiner contained herein shall be the final decision of King County without the need for further action by the Council.

**MINUTES OF THE SEPTEMBER 29, 1998 PUBLIC HEARING ON DEPARTMENT OF
DEVELOPMENT & ENVIRONMENTAL SERVICES FILE NO. L96P0032 - PARK HILL
AT ISSAQUAH:**

James N. O'Connor was the Hearing Examiner in this matter. Participating at the hearing were Kim Claussen, Peter Dye, and Steve Bottheim representing the County; George Kresovich, Russell Keithly, John Zipper, Wally Schulz, Evelyn Coffey, and Janet Wall.

The following exhibits were offered and entered into the hearing record:

- Exhibit No. 1 Department of Development and Environmental Services File No. L96P0032
- Exhibit No. 2 Department of Development and Environmental Services preliminary report dated September 29, 1998
- Exhibit No. 3 Application dated December 18, 1996
- Exhibit No. 4 Environmental checklist dated December 18, 1996
- Exhibit No. 5 Declaration of Nonsignificance dated July 7, 1998
- Exhibit No. 6 Affidavit of Posting indicating September 3, 1998, as date of posting and September 11, 1998, as the date affidavit was received by the Department of Development and Environmental Services
- Exhibit No. 7 Plat map dated June 3, 1998 (revision)
- Exhibit No. 8 Land use map 559E and 579W
- Exhibit No. 9 Assessors maps NE/SE 21-24-6 & NW/SW 22-24-6
- Exhibit No. 10 Wetland report and addendum by Raedeke Associates (dated September 10, 1996 and May 5, 1997)
- Exhibit No. 11 Geotech report by Giles Assoc. dated October 22, 1996
- Exhibit No. 12 Geotech report by Giles Assoc. dated December 18, 1996
- Exhibit No. 13 Geotech report by Giles Assoc. dated July 7, 1997
- Exhibit No. 14 Geotech report by Giles Assoc. dated May 28, 1998
- Exhibit No. 15 Level 1 by PACE dated October 11, 1996
- Exhibit No. 16 Hydraulic/hydrologic stormwater analysis by PACE dated December 4, 1996
- Exhibit No. 17 Wildlife study by Raedeke Associates dated December 10, 1996
- Exhibit No. 18 Traffic study by Earth Tech dated October 1996
- Exhibit No. 19 Wetland study by Raedeke Associates dated September 10, 1996
- Exhibit No. 20 Supplemental traffic study by Earth Tech dated November 27, 1996
- Exhibit No. 21 Road variance decision letter – L97V0101 dated February 5, 1998
- Exhibit No. 22 Conceptual road plan dated August 21, 1997
- Exhibit No. 23 Conceptual drainage plan dated June 3, 1998
- Exhibit No. 24 Written testimony prepared by Wally Schulz, President, Overdale Park HOA
- Exhibit No. 25 Notebook prepared and submitted by Evelyn Coffey in support of her testimony
- Exhibit No. 26 Letter dated September 28, 1998, from Janet Wall to Hearing Examiner
- Exhibit No. 27 New condition submitted by staff requiring traffic control plan

MINUTES OF THE JANUARY 21, 1999 PUBLIC HEARING ON DEPARTMENT OF DEVELOPMENT & ENVIRONMENTAL SERVICES FILE NO. L96P0032 - PARK HILL AT ISSAQUAH:

James N. O'Connor was the Hearing Examiner in this reopened matter. Participating in the hearing were Kim Claussen, Pete Dye, George Kresovich, Russell Keithly, and Evelyn Coffey.

The following exhibits were offered and entered into the record:

- Exhibit No. 28 Examiner's Report and Decision dated October 30, 1998
- Exhibit No. 29 Notice of Reconsideration dated November 13, 1998
- Exhibit No. 30 Second Notice of Reconsideration dated January 5, 1999
- Exhibit No. 31 Memo from Greg Borba to Examiner dated November 20, 1998
- Exhibit No. 32 Memo from Ron Paananen to Mark Carey dated November 20, 1998
- Exhibit No. 33 Memo from Al Corwin to Ron Paananen dated November 20, 1998

Exhibit No. 34 Staff's Revised Recommended Conditions

Exhibit No. 35 Written statement of Evelyn Coffey, January 21, 1999

Exhibit No. 36 Photos of failing hillside, taken by Evelyn Coffey, January 1999

Exhibit No. 37 Video of failing hillside, taken by Evelyn Coffey, January 1999

Exhibit No. 38 Memo to Examiner from City of Issaquah, sent January 20, 1999 (NOT ADMITTED)

TRANSMITTED this 22nd day of January, 1999, to the following parties and interested persons:

Kathleen & James Agnew	John & Cathy Kaschko	Alfred & Vivian Sauerbrey
Greg Allan	Russell Keithly	Deb Schaefer
Debra Anderson	Bob & Shannon Keller	Wally Schulz
Michael Baillu	Tom Kellogg	Seattle-King County Health
John Baker	King Conservation District	Department
Jack & Jennifer Bauer	George Kresovich	Penny Short
Joseph Beer	Daria Kurkij	Mark Smith
Acar & Kazoko Bill	Brian Ledbetter	Patty & Greg Smith
Mary Bonnofsky	Dave Lerner	Mary & Tom Spencer
Robert Brady	Francis J Lill	Ilene Stahl
Les Brisbois	Paula Lillevand	Robert Stanton
Joanna Buehler	Arlene & Todd Lovell	Brian & Sharon Steinbis
Anita Burkholder	Andrea & Paul Martin	Kathleen Steoger
Jon & Donna Carlson	Jon & Kristen Mathison	Wayne Stewart
Kyle & Evelyn Coffey	Linda Matlock	Susan & Kevin Sullivan
Gene & Edna Connor	Mike McCalmont	Liz Tickman
Richard A. Cook	Greg McCormick	Eric Tingstad
Dan & Rebecca Cushman	Kirk & Cristal Meidinger	D.L. Vittetoe
Joseph Dersham	Dave & Leslie Miniken	Janet Wall
Craig Dickson	Debra & James Montgomery	Victoria Ward
Roger Worsted	Eleanor Moon	Clinton Webb
Kathy Eden's	Brian Moore	Wellington-Morris Corp
Becky Edward's	Ben Muzzey	John Wiegant
David Favor	Robert Nason	Cory & Mary Lou Wolfe
Evelyn Ferrari	Craig Nelson & Margaret Hall	John Zipper
Sharon Fertile	Andy Olney	Greg Borba
Lee & Mary Gel	Dan & Audrey Oxley	Steve Bottheim
John & Debra Gibbons	Pacific Motion Group	Mason Bowles
Rick Gibbons	Dorothy & Ed Parker	Kim Claussen
Judith Hamilton	Steve Parmelee	Pete Dye
Scott Hamilton	Penhallgen Associates	Shirley Goll
Tom & Jeannie Harman	Tom Perricone	Michaelene Manion
Nancy Herring	Raymond & Joan Petit	Aileen McManus
Lori Hill	Doug & Andrea Phillips	Paulette Norman
Mark Hinthorne	Charlene & Larry Plympton	Carol Rogers
Alan Huibregtse	Michael Poling	Steven C. Townsend
James & Therese Hutchins	Charles S Powers	Caroline Whalen
Robert Iness	Tom Putnam	
Cris Irons	Nick & Suzy Repanich	
David & Janet Irons	Mara Rigel	
John L Scott Land Department	Helen & Jesse Rondestvedt	
Robert Johns	Dwight & Mary Roof	
James Jordan	Robert & Margaret Rowe	
	Nancy Ryan	

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